GRUMMAN

plane news

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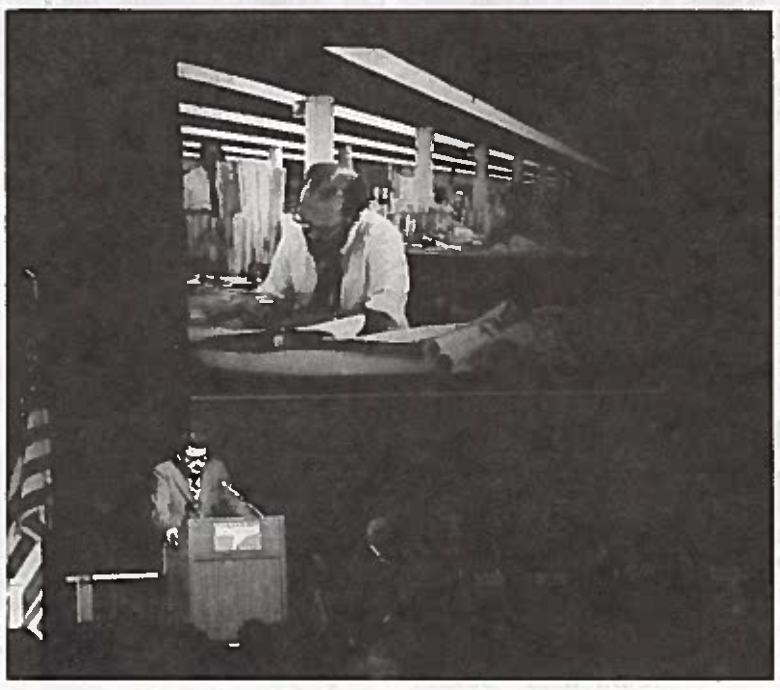

Skurla: '75 'year of fulfillment' for Aerospace

The cool weather that settled over Bethpage on Thursday, May 20, didn't dampen the spirits of the attendees at the annual Grumman Shareholders' Meeting. Over 600 shareholders gathered in the Plant 4 hangar to learn the company's financial state. They left smiling—1975 was a year of restored financial health.

Presiding over his first annual meeting as Chairman of the Board, Jack Bierwirth opened the progress report section of the meeting by announcing that 89% of the corporation's outstanding shares were voted in favor of the election of four company directors and the selection of Hurdman and Cranstoun as the public accountants.

Those elected to a three-year term as director were: John Carr, Grumman Corporation Vice President-Administration; Charles Dunbar, Chairman, Discount Corporation, N.Y.; Robert Loar, Chairman, Grumman Allied Industries; and Ellis Phillips Jr., Educational Consultant.

"A year of fulfillment" was the keynote of George Skurla's first report as Chairman and President of Grumman Aerospace. Following the steady growth trend established in '73, and continued in 1974, 1975 showed "a record 12-month period of gross sales and a healthy gain in net operating earnings." And 1976 promises to be even better, stated Skurla.

Confirming his statement, Skurla reported that the end of the year saw deliveries of all four of GAC's major aircraft programs on or ahead of schedule. And, "our Pride of Workmanship program introduced last June, has a growing impact on these favorable results in terms of an improved quality to hardware and reduced operating costs by instilling a greater sense of personal involvement on the part of our

(Continued on page 4)

people

President George Skurla was named "The Outstanding Man of the Year in Aviation Management" at the Eighth Annual Scholarship and Awards Banquet on Saturday, May 8, at C.W. Post Center of Long Island University.

In making the award, Dr. Armand J. Prusmack, Dean of C.W. Post's Undergraduate School of Business Administration said, "We are honoring Mr. Skurla for his notable contributions and great concern in aviation and space engineering, and for his leadership and vision in promoting a national interest in aeronautics," Prusmack also said he "is a distinguished ambassador for our country's posture in world Aerospace."

In accepting the honor, Skurla said, "The C.W. Post School of Business Administration has contributed significantly to the advanced education of our potential leaders in the aerospace industry. It is, therefore, a significant honor for me to be presented with this award by your Committee and faculty."

Week...not weak

Radio station WGLI in Babylon has been running a "secretary of the week" contest. It takes a letter from the boss commending his or her office assistant to qualify someone as a possible winner. Recently, Frank Ortilano of Plant 5 made his secretary, Elaine Borsella, a week-long May celebrity by sending this note to the radio station:

"My secretary is so efficient she drafted, typed, proofread, and addressed this letter herself. When it was perfect, she submitted it for my signature and mailed it to you. So you see how little effort I had to expend for this silly nonsense."

Elaine has won a terrarium, a gift certificate to a local restaurant, and a gold plaque as prizes. While on his own part her boss assures everyone that she really is efficient, responsive, and "a great secretary, strong in secretarial virtues."

Diamond flight

Kurt Reupke of Plant 5 has a habit of soaring. As a matter of fact, he recently borrowed a friend's sailplane and flew for 312 miles over western Pennsylvania. That accomplishment earned him a diamond commendation from the Federation Aeronautique Internationale for distance soaring. (The Federation is an international organization that registers and awards all flight accomplishments.) Having already received similar recognition for duration and accuracy in non-powered flight, Kurt will receive a three-stone crown piece for his Federation Gold Badge, and will be registered with the National Aeronautic Association.

Appointments

Among those who recently received changes in assignments were: PROGRAM MANAGEMENT— Kenneth G. Koehler, deputy manager, Satellite Attack Warning Systems (SAWS) Program; TRAINING SYSTEMS—John Maresca, Business Development; Len Smith, Integrated Logistics; Daniel O'Brien, Manufacturing Operations; John F. Tchinnis, Resources, Planning, and Administration; Marv Fischthal, Systems Technology, all promoted to directors; CALVERTON OPERATIONS—James Peters, in addition to his current duties, is appointed deputy general manager; and in Stuart: Leonadis J. Dutil, foreman, Avionics; and Kenneth W. Bell, foreman, F-14 (nights).

Preview event

When Lt. General Thomas H. Miller (L) Deputy Chief of Staff for Aviation, Headquarters Marine Corps, was hosted at NAS Whidbey Island recently, it was not just a side trip from his tour of West Coast Marine Corps Air Stations. Rear Adm. William H. Harris (R) Commander of the Medium Attack Tactical Electronic Warfare Wing, U. S. Pacific, greeted the general and he was hosted by Squadron VAQ 129—the Navy's EA-6B Fleet Replacement Squadron. Commanded by Cdr. Lowell P. Stone, the EA-6B craft will replace the EA-6As now serving with the Fleet Marine Forces. Whidbey is also the home of the Marine's new "Prowler" group.

Picturing a winner

Herb Goldberg, (above) a NAVPRO quality assurance specialist, won First Prize recently in the Art and Photo Show run by the Rickel Home Center in Holbrook. The photo that took the prize (bottom left) was of the outside of the Marine Midland Bank in Manhattan, as seen through a giant pipe-like opening in a 28-foot high sculpture standing on the bank approach.

Adoption aid for parents

"There are more people in the United States hoping to adopt children than there are children who can be adopted," says Ron Sposato, subcontract administrator on the F-14 Program. Ron and his wife Barbara found the truth of the situation after they adopted their first child Jacqueline, three years ago. He says it was virtually impossible for them to adopt a second child without waiting four or five years at best. But telling their story to relatives and friends finally brought results. A cousin of Barbara's told them about an organization called LAPA (Latin American Parents Association).

LAPA turned out to be a service group of parents in the United States who adopted children from orphanages in Bolivia, El Salvador, and Colombia. Having found those countries with many more adoptable children than couples wanting to adopt the youngsters, the American parents are offering their combined experience to help others who may need it. The Sposatos contacted LAPA on Long Island and within a year were able to adopt Richard, six weeks old, and Vincent, two years.

Anyone who would like to know how one organization answers the desire to adopt a child can send a self-addressed and stamped envelope to LAPA, PO Box 72, Seaford, N.Y., 11783 or call Ron Sposato, Plant 1, Ext. 6113. Sposato says also that LAPA helps orphanages in South and Central America with donations made to the organization in the way of children's clothing, medical supplies, disinfectants, tooth paste and brushes, cloth diapers, and soap and wash cloths.

GRUMMAN plane news

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Most happy fellas. Grumman Engineering Masters Fellows gather with Fellowship committee member, Vice President Larry Mead, for congratulations. (L to R) Bob Lessmann, Lance Craft, Mead, Don Seidenspinner, and Bill Winowsky. (Photo by Rich Breunig)

Fellows will become masters in Grumman grad program

Grumman awarded five Fellowships this April in the Engineering Masters Fellowship Program. Four Grumman employees and one graduating engineer comprise the list of those winners judged to have promising potential for design creativity. "The program aims at providing individuals who have talent for aerospace hardware design with the financial means to achieve a Masters Degree," says Senior Vice President, Larry Mead, a member of the Fellowship Committee.

Grummanites receiving the Fellowship are: Don Seidenspinner of navigations and control, Lance Craft of structural systems, Bob Lessmann of digital systems, and Bill Winowsky of structural systems. Dom Bruno, a graduating engineer from Massachusetts Institute of Technology, was also granted a Fellowship.

Lance Craft is the son of Bill, assistant to Dr. Ralph Tripp, and Bob Lessmann's dad, Harold, is the production manager at Plant 2.

Fellows work a minimum of 24-hours a week at Grumman during the regular school year and 40-hours a week in the summer. They must pursue scholastic programs needed by the company and complete the Masters program in two years at a local university.

The gross value of an award ranges from $14,870 to $16,510 a year. This value includes payment for the hours worked; all employee benefits; full tuition, books and fees; a yearly stipend for the Fellow of $1,200 plus $600 for each dependent (spouse and children). According to Larry Mead, "A Grumman Engineering Masters Fellowship offers an exceptional opportunity for professional growth and expression to those who have the capacity for design engineering."

The Fellowship Recommendation Committee chooses those applicants who appear most outstanding for interviews. Afterwards their findings and recommendations are submitted to the Fellowship Committee which selects the most outstanding finalists for awards. Members of the Fellowship Committee are George Skurla, Presdient of Grumman Aerospace, Grant Hedrick, presidential assistant for all Corporate Technology, and Senior Vice President Larry Mead, Director of Department Operations.

Auction sale

Grumman Aerospace Corporation is going to have an auction, selling everything from toasters to bulldozers. That's right, on Saturday, June 12 at Plant 33 Syosset, a public surplus sale will be held. Registration and inspection begins at 7:30 AM, and the auction itself will start promptly at 10:00. Personal checks will be acceptable.

To get there, take any parkway to the Oyster Bay Expressway (Rt. 135) north to the end. Exit west on Route 25 and travel for 1½ miles. Plant 33 is on the left. When you get there, you will find a selection of the following: machine tools, electronic test and measuring equipment, electrical equipment, shop shelving, work benches and lockers, office equipment, heating, ventilation and air filtering machines, material handling equipment, plumbing equipment, photography equipment, cafeteria equipment, vending machines, vans, and a D-2 Catdozer.

Rich harvest of space studies culminates years of research

It's only May and 1976 has been heralded already as Grumman Aerospace's record year in winning space research-and-development study awards. Since January 1, 10 such contracts totaling $15 million have been awarded to Space Programs by NASA and the Defense Department. In reviewing these contracts, all of which were won in hard-fought competitions with industry, Don Imgram, director of Space Programs, comments that "although important in themselves, the greater significance is in the large-scale hardware contracts that can result from such studies. Our purpose in winning studies is to favorably position ourselves to become the prime contractor for the resultant hardware—each study area therefore was chosen because it has a potential to become a major program in the 50-100 million dollar class."

Imgram sees this year's unprecedented R&D harvest as the beginning of the real payoff for the five-plus years of investment and effort by the men and women of Space Advanced Systems, Advanced Development, Research and Marketing. Two recently announced awards—a $100,000 nine-month study of long-range sensors for the DoD Ballistics Missiles Defense Command in Huntsville and a $250,000 nine-month space-based radar systems study for the Air Force Space and Missile Systems Command (SAMSO) in Los Angeles—are examples of this dedicated and integrated effort. Imgram singles out Jack Schultz of Space Programs as the "creator of the concepts" used in these two winning proposals, and notes how AD's long term commitment to composite technology played a vital role. "Composite materials provide us with lightweight structure that's ideal for transport in the Space Shuttle Orbiter—and for assembly in space," says Imgram. "Grumman's lead in this key technology will continue to bring important contracts to us."

In focusing on the future, Imgram points out that "we can never lose sight of the fact that we must continue to perform in outstanding fashion on existing contracts. Study reports must be excellent, and the quality of our space hardware must be superb."

Chain reaction

A lot of people have been wondering why those giant chains are laying by the Bethpage Airport runway. Anchor chains are usually found on ships, but not always. Now, an aircraft needing an emergency slowdown will be able to hook on to 103 tons of extra-heavy naval anchor chain to decrease its speed. The links are laid out in matching lengths on both sides and at either end of the airstrip, with a double set of one-inch cables stretched between the chain ends across the runway. In an emergency, any aircraft with a tailhook can catch the cables (about four inches off the ground) and as the chain is pulled away from the sides of the runway, the drag will slow and eventually stop the plane. This "abort gear," as it is termed, is similar to a system at the Calverton facility, and will halt an E-2C (52,000 lbs) travelling at 90 knots in 1,100 feet.

The emergency safety feature was installed by Grumman at the request of the Navy, who supplied the 495 feet of chain. The cables will be set up and tightened only during E-2C operations; the entire procedure taking only 10 minutes. If the E-2C flights are more frequent, the system can remain operational without affecting other planes because aircraft can taxi over the low cables without any difficulty. The abort gear is for use during takeoff and landing emergencies. So, if a plane is unable to acquire sufficient takeoff speed, or a landing craft develops brake problems, the system can stop it within the runway length.

Guiding the young

The Personnel Development Program now extends its services to include the sons and daughters of Grumman Aerospace employees. The office will supply them with any information they might need for career guidance. Call: Joelyn Iannone, Ext. 6147.

Displays and exhibits

When the participants in the 1976 shareholders meeting came to Plant 4 on May 20, they were met by an impressive array of Grumman Corporation products. Perched outside the hangar where the meeting was held was F-14 number 209. The sleek, imposing Tomcat was quite a contrast to its smaller cousins, resting nearby, the Grumman American Tiger and AA-18 Trainer, two of the smallest (but fastest) commercial aircraft on the market. The NASA Shuttle Training Aircraft (a modified Gulfstream II) reminded visitors of Grumman's continuing achievements in the space program, while a handsome pair of Grumman defense planes (an A-6E and E-2C) folded their wings and settled down long enough to gain the admiration of the crowd.

Grumman Corporation is active in the air, on ground, and sea, so the advanced aircraft didn't dominate the show. Also present was a Pearson 365 cruising ketch, a red, white, and blue dreamboat even without hoisted sails. Grumman Allied's marine efforts were also evidenced by a colorful pair of canoes. The ground fleet was parked nearby—three Grumman vans, including one spacious vehicle equipped for handicapped riders, were lined up next to their bigger brothers, two Allied buses.

A portable trailered Dormovac Hypobaric container, Grumman's innovative food preservation system, was located next to three emergency vehicles. First, an Allied ambulance, and a couple of wheeled fire-fighters, representing the wares of the newest corporate member, Howe Fire Apparatus Company Inc. The red firetruck proved to be an excellent ambassador.

Inside the hangar, a multitude of exhibits lined the perimeter, informing and impressing the visitors. Interior displays from Ecosystems and Data Systems rounded out the list of Corporate subsidiaries present; the latter had their newest computer system, Star*Age, on exhibit. There were many Grumman departments "showing their stuff" with panoramic wall displays, films, and models—including futuristic, practical reports from Energy Programs, space, and new products divisions.

The displays, exhibits, and products seen at the shareholders meeting provided an effective, descriptive summary of the diversification and innovative range of products that are the Grumman Corporation. As the powerful F-14 took off from the Bethpage runway afterwards, it was easy to feel that the future will be even more exciting.

1975 — record year for Aerospace sales

(Continued from page 1)

Aerospace employees."

Commenting on the management reorganization in the latter part of last year, Skurla stated that it has already strengthened the company's ability to compete more successfully for new business. "We won approximately $40 million of new research and development this year—double the dollar amount attained during all of 1975. The bulk of this important seed money is aimed at expanding our present product lines and generating new business opportunities for the future...."

Last year was a particularly healthy year for the F-14, which presently accounts for about 60 percent of GAC's annual business base. In May '75, the F-14 became profitable with the delivery of the first aircraft of Lot VI to the Navy. In January of this year, the first of 80 Tomcats purchased by Iran were delivered on schedule. And, during the past year-and-a-half, the Tomcat had two highly successful deployments. "Its initial deployment aboard Enterprise proved to be the most outstanding in naval aviation history for an aircraft of this type."

While Skurla admitted that during fleet introductions systems of any new weapon some problems are to be expected, he remarked that certain component problems such as the engine "are real and are receiving maximum attention by the Navy and our management." Skurla is optimistic that efforts to get a more powerful advanced technology engine for the F-14 will be successful. Funding for development of the engine is now under Congressional review.

Another GAC standout in 1975 was the E-2C Hawkeye. The first deployment of the E-2C and F-14 as a fighting team last year aboard the Kennedy, demonstrated "a capability unparalleled in naval carrier history."

Increase buy

Last year, the Navy increased its planned E-2C purchase from 28 to 65, thus assuring production into the 80's. With the government of Israel signing a letter of intent to buy four Hawkeyes (with assorted support equipment), Skurla projected about $160-million additional sales during 78-79.

He also touched upon two of other Grumman members of the fleet: A-6E Intruder and EA-6B Prowler. Although new A-6E funds were dropped from the '77 defense budget, there is a strong move to restore those cuts, which would assure production through '79. Last year, GAC worked on the development of a TRAM (Target Recognition and Attack Multisensor) system to further enhance the Intruder's weapon systems delivery. The Navy is now evaluating the TRAM and a production decision is expected this summer. The EA-6B, reported Skurla, continues to impress the Navy. While GAC continues to deliver six aircraft a year through 1980, "plans are underway to further improve the already impressive electronics countermeasure systems."

Looking at the future, Skurla cited the vigorous activity directed toward expanding and extending all present product lines. Besides development of F-14B—or "Super Tomcat"—an all-weather attack version of the F-14 is now under study.

Stressing that foreign sales will have a significant impact on Aerospace's future, Skurla reported that GAC in conjunction with Grumman International is aggressively pursuing opportunities in the foreign military market. He indicated that there are several countries interested in modernizing their air force with the Grumman F-14.

Focusing on the company's long range future, Skurla cited Grumman's thrust into a number of major research and development areas. In anticipation of the Navy's recently announced Number 1 priority for the next generation aircraft, the company has been preparing competitive designs on vertical take-off and landing aircraft.

Composite picture

Reviewing composite structures, Skurla said that the design and development of the prototype graphite and boron-epoxy stabilizer for the Air Force B-1 bomber could bring a major production contract should the B-1 go into full production.

Earlier this year, Aerospace entered the field of nuclear energy when it was selected as a key member of an industrial team that will assist Princeton University in the design, assembly, and test of a fusion test reactor for the Federal Energy Research Agency.

In addition to the delivery of the first set of wings for the Space Shuttle Orbiter, "we are experiencing a resurgence of new business in space." Programs such as the NASA study in space station systems for the 1980s, and early-warning network satellite studies for the military, "are basic building blocks for the next generation of space hardware systems that will be valued in

the hundreds of millions of dollars."

"In summary, Grumman Aerospace is on the move. The horizon is broad, promising, and challenging. We have reshaped the company for our assault on the future and we intend to maximize the business potential of our present and planned product lines. It won't be easy. There are other fine Aerospace companies that are very tough competitors. However, we are confident, that we have the design excellence, the talent, the technology, and most important of all—the determination—to make the future come our way."

After Skurla's presentation, the top officials of the other Grumman subsidiaries gave their reports.

Grumman Allied

Bob Loar, Chairman of Grumman Allied Industries, said that the business recession which began in '74 affected all Allied operations last year. This resulted in scaled-down production in aluminum truck bodies, canoes, and yachts. Signs of recovery began to show in late '75 and "this strength has carried over into '76 operations."

Loar pointed to the new products developed over the past year that will "further enhance profits." Some of those new items are: Pearson 365, a cruising ketch; specially-designed airport shuttle buses; Dormavac; the Aerospace-developed fire-hose pump-nozzle operator; and Health Systems diagnostic ultrasound equipment.

The newly acquired Howe Fire Apparatus Co. said Loar will greatly expand Allied's manufacturing and marketing fields in nozzle-pump operator and special emergency vehicles.

Ecosystems

During 1975, Ecosystems continued to focus its activities towards the construction of environmental facilities—both municipal sewage treatment plants and upgrading of solid waste incineration systems, reported President Cliff Jessberger. There was also significant progress and investment in resource recovery technology to develop a fuel supplement from municipal solid waste. Jessberger reported a pilot plant is now in operation in St. Louis.

But last year also brought about the termination of the Power-Pac product, and the downgrading of environmental studies. "These adverse effects, combined with our additional spending for technical and market development in solid-waste disposal, project a net loss for Ecosystems in '76 with a strong upturn in '77."

Grumman Data Systems, represented by President Bob Nafis, reported 1975 was a "difficult year". Although the service sector grew 60%, total commercial sales were 25% below expectations—"and profitability was marginal."

But Nafis is optimistic about '76. Supporting his positive attitude are such GDS accomplishments as: automated telemetry systems, the re-grouping of service bureau activities under a new subsidiary, CallData; a $1-million facilities management and operations of a large-ship simulator at Kings Point Academy; and a multi-year contract with Chesapeake and Potomac Telephone Company for the MAIS inventory system.

Grumman American

Grumman American Aviation President Corky Meyer reported that despite the prevailing economic situation, the net after-tax profit in '75 was over $5.89 million—a 26% increase over '74.

Headlining the light plane area was the company's move into third place in general aviation field right behind Cessna and Piper. To further strengthen that position, Meyer pointed to the new 150-hp, four place "Cheetah" now on the market, and development of a four place 320-hp, twin-engine "Cougar" slated for first production flight in late '76. New facilities erected at Savannah are designed for growth to a two-shift production rate of 2,000 aircraft a year.

Meyer reported that Gulfstream II sales matched projected sales for '75 and that the GII continues to increase its share of the international market.

According to Meyer, distributor response to the new long-wing 450-hp Ag-Cat "B" version has been gratifying—126 of 214 orders for the Ag-Cat are for this "B" version.

Though shareholders had received the 1975 Annual Report prior to the meeting, they welcomed Gavin's review of the financial report—especially since last year was the largest sales volume in the history of the company. Last year's sales and other income totaled $1,350,553,943—a $220-million increase over 1974. Though net income after taxes in '75 was $23.5 million, compared to $32.9 million in '74, Gavin pointed out that the '74 figures also included extraordinary items totaling $12 million. Taking this into account, 1975's operating results surpassed the previous year's. To further stress that fact, Gavin compared the primary earnings per share (excluding the extraordinary items for '74): $3.08 for '75 as opposed to $2.65 in 1974.

Thus far, this year promises to be even better. Comparing the first quarter results of this year to last, Gavin reported sales totaled $360-million to $252-million a year ago; net income was $6.9 million to $4.1 million and primary earnings per share was $.90 compared to $.54, including adjustment for the recent 10 percent stock dividend.

Gavin concluded by saying: "Perhaps one of the more significant indications is that we are operating comfortably within the credit arrangements established in the fall of 1974."

Before introducing the principal speakers from each subsidiary at the outset of the meeting, Bierwirth informed shareholders of some of the changes taking place in their management.

Bierwirth lauded his predecessor Clint Towl, one of the founders of Grumman Corporation, who recently retired after more than 46 years with the company, the last 10 as Chairman of the Board. Said Bierwirth: "Under his steady hand, Grumman evolved into one of the world's great aerospace corporations, surviving some rather difficult downs and achieving some ups that will always be a part of America's history. Working with him these past few years has been a sincere pleasure for me." Bierwirth was not the only person who shared that admiration for Towl. When the directors were introduced at the outset of the meeting, there was a heartwarming round of applause for the former Chairman.

Bill Schwendler Sr., retired from the Board of Directors this spring, also received enthusiastic audience recognition. Schwendler will stay on as a director emeritus and consultant. "Much of Grumman's engineering integrity can be described as his heritage," said Bierwirth.

Bierwirth also announced that Jack Rettaliata, Vice President-Public Affairs, is preparing "for his retirement in his own way." Weyman (Sandy) Jones, formerly of Xerox Corporation, has been elected Vice President-Public Affairs and will assume those responsibilities. "In the years left before Jack's retirement date," Bierwirth said, "he will have time to give a full Grumman grounding to his successor ... as has often been the case in the past, Grumman is indebted to Jack again."

service milestones

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John Javorowsky, Hydraulics (2)
John A. Hubert, Dets. & Subs. Fab. Mgmt. (2)
Emanuel Schaarschmidt, Templates (2)
Peter P. Slowik, Conv. Mach. (3)
James P. McCullagh, Prod. Mfg. Budgets (3)
Frank J. Massoni, Prod. Dev. Center (5)
Arthur Cervenka, Executive Staff (5)
Lawrence A. Calissi, Trans-Ops. (20)
Fred Dietz, Maint-Rearrangement (27)
Cecil L. Davis, Contract Termination (30)
Joseph F. Engel, Equip. Lines (35)
Nicholas J. Scobbo, P/S Field Serv. Mgmt. (35)
John H. Miller, B/P Warehouses (37)

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Robert C. Specht, Escape/Surv/Arm/Pyro/Sys. (1)
John F. Michel, Prog. Mgmt.—F-14A (1)
Ralph M. Johnson, Steel Parts Assy. (2)
Anthony Rose, Ordnance (2)
Stanley P. Zaluska, Dets. & Subs. Fab. Mgmt. (2)
William C. MacLaury, Prod. Mfg. Admin. (2)
William F. Hoehn, Marshalling & Fin. Tl. Cont. (2)
Harold Sietas, Small Parts Fab. (3)
Anthony C. Zolek, Support Equip. Prod. (5)
William C. Schoen, Ops. Analy. (5)
Samuel B. Rogers, Ops. Analy. (5)
Edward E. Avery, Elect. Install. (6)
Camillo A. Kemper, Prod. Deputy & Sta. Foreman (6)
Byron R. Howard, Stockrooms (27)
Muriel V. Ball, Finance Department (3)
Alf H. Ramberg, Ops. Mfg. Mgt/Stf. (43)
Chester R. Engvaldsen, Proj. Proposals (60)
Kenneth F. Phillips, Prod. Support (88)

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Albert J. Frisbie, Major Assy. (1)
John F. Lehn, Sub-Assy. (1)
Robert E. Greif, Fuse Fwd. Sub. & Maj. (1)
Mary E. Shannon, Office Mgmt. (1)
Alvaro J. Adams, Heat Treat. (2)
Julius A. Brescia, GSE Mech. (2)
Dominick Rullo, Steel Parts Assy. (2)
Luther S. Edwards, Steel Parts Assy. (2)
Harry W. Strembel, Propulsion Test (2)
Dominic R. Buffalino, Prod. Release & Analy. (2)
Matthew Daniels Jr., Special Tool Des. (2)
Charles M. Kinnison, Presentation Serv. (2)
Wilbert H. Harman, Insp-Mech. (2)
Richard L. Johnson, Insp-Mech. (2)
James S. Washington, Small Parts Fab. (3)
Louis Soluri, Spot Weld (3)
Lloyd G. Wright, Chem. Mill (3)
George Slovik, Fuselage Assy. (3)
Ralph J. Longo, N/C Mach. (3)
Jim L. Bones, Maint-Facil. Equip. & Gen. (3)
Mario S. Martire, Flight Ops. (4)
William C. Schaefer, Mech. Struct. & Proto. (5)
John C. Bednar, Support Equip. Prod. (5)
Alfred A. Grillo, Maint. Indust. Control (5)
Robert F. White, Aero Test (5)
Norman T. Ritter, Customer Req. (5)
Thomas W. Sirianni, Trans-Ops. (6)
Paul Malguarnera, Maint-Rearrangement (6)
Walter J. Rotermund, Support (6)
John W. Eccles Jr., Assy. Methods & Plng. (6)
Robert H. Renison, Flight Dev. Ops. (7)
Warren Frank, Structural Engg. (7)
Raymond J. Frost, P/S Prog. Mgmt. (15)
Michael P. Mustapich, P/S Supply Ops. Proj. Mgmt. (15)
Jacob T. Amann, Templates (16)
John Lofano, Trans-Ops. (20)
Joseph Nassir, Adv. Space Sys. (25)
Saul Ferdman, Space Prog. Staff (25)
John J. Hughes Jr., Prog. Manage. A-6 (25)
Melvin C. Merkle, Sub-Assy. Maj. (27)
Joseph Mignone Jr., Sub-Assy (27)
Kenneth E. Erland, P/S Prod. Supp. Mgmt. (35)
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Frank J. Cuzze Jr., P/S Site Supply Mgmt. (94)
Henry J. Hubbs, Grumman Houston

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C.M. Kinnison | W.H. Harman | R.L. Johnson | J.S. Washington | L.G. Wright | R.J. Longo | J.L. Bones | M.S. Martire | W.C. Schaefer

J.C. Bednar | R.F. White | N.T. Ritter | T.W. Sirianni | P. Malguarnera | W.J. Rotermund | J.W. Eccles Jr. | R.H. Renison | W. Frank

M.P. Mustapich | J.T. Amann | J. Lofano | J. Nassir | S. Ferdman | J.J. Hughes Jr. | J. Mignone Jr. | J.W. Fischer | B. Kreuter

Frank Haggerty, Sr., of Prod. Rel. & Analy., Pl. 2, included in this issue, was ill when the March photographs were taken.

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Joseph F. Garraffa, PPO — F-14 (1)
Ronald J. Small, Structural Des. (1)
Otto A. Vollmerhause, Jig Details & Sub-Assy. (2)
Robert J. Hrubes, Maint-Rearrangement (2)
Anthony F. Mollo, Wing Final Assy. (3)
Alden L. Melanson, Veh. Liaison Engg. (3)
Rosemarie V. Gusette, Medical (4)
Joseph A. Pusateri, Structural Des. (4)
Marion A. Paul, Pl. 14/26—Inst. Mgmt. & Stf. (5)
Daniel J. Purcell, Estimating/Pricing (5)
Anita Horn, Ops. Mgt/Staff (5)
Thomas Griffiths, Warehouse (6)
Carl E. Kupke, Flt. Ops. (7)
Anthony R. Ruffini, Flt. Avionics (8)
Walter J. Beckwith, Maint-Rearrangement (14)
Douglas H. Rasmuson, A/C Sys. Serv. (15)
Charles V. Brown Jr., Sub-Assy. (27)
Chester G. Baumgartner, GAA (28)
Joseph Theobald, Material Shortage Control (30)
Andrew J. Hejnas Jr., Hull Assy. (36)
Ronald M. Busch, Invent. Mgt. (44)
William A. Lycoff, Invent. Mgt. (44)
Carl A. Paladino, V.P.-Treasurer (30)

15

Roy A. Knudsen, Conv. Mach. (3)
Louis C. Ferriole, Conv. Mach. (3)
Barry H. Kleiss, Support Equip. Prod. (5)
Edward W. Jacobsen, Prod. Control (6)
Domenick C. Manzolillo, Instrumentation Sys. Des. (7)
Walter S. Koegel, QC Lab. (10)
Thomas E. Feeley Jr., Commun. Nav. & I.F.F. (15)
Joseph J. Mazzochi, Commun. Nav. & I.F.F. (15)
Robert P. Guastella, Prog. Estimating/Pricing (15)
John J. Keenan, Plant Protection (18)
Nancy E. Meyer, P/S Tech. Serv. (25)
Joseph A. Beltrami, Environ. Control & Test. (31)
Richard C. Wyatt, P/S Tech. Writing (34)
Gordon W. Bell, P/S Tech. Illus. (34)
Donald A. MacKenzie, Aerodynamic Des. (35)
Wayne L. Konopka, Fluid Dynamics (35)
Richard H. Schaffer, Avionics Sys. Test (43)
Anthony Drago, Operations (66)
Ragnar A. Andersen, QC Qual. Engg. (87)
James V. Paladino, Engineering (88)

M. Kohn

J.M. Wider

L. Ferraro

C. Bochicchio

H.J. Hubbs

G.H. Sidway

D.J. Case

F.J. Cusse Jr.

F.J. Haggerty Sr.

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Personal

Your kind expression of sympathy is deeply appreciated and gratefully acknowledged. The family of Stephen Donovan.

Thank you sincerely for your kind expression of sympathy. It was deeply appreciated and is gratefully acknowledged. Mrs. Eileen Garay and family.

We thank the people of Grumman for their kindness and sympathy during our bereavement. A. Walter Schillinger family.

Hold Action Workshop

Grumman hosted the Affirmative Action Committee workshop at Plant 28 on April 29, 1976. The workshop, run by the Personnel Directors Council of the Long Island Association, attracted almost 100 people from more than 50 Long Island corporations. Those attending were personnel directors, Equal Employment Opportunity officers, employment managers, and benefit managers. According to Dan Knowles, GAC personnel director, the day long seminar was the first of a series held by the committee.

The workshop was conducted for people involved in Affirmative Action programs so that they could exchange and learn new information. Topics considered during the morning session covered programs for the aged, responsibilities concerning the handicapped and Vietnam Veterans, and affirmative action programs for minorities and women. After lunch the group examined the Flynn Act, the roll of medical history questionnaries in job placement, and considerations for forming Affirmative Action plans.

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retirees

Theodore Arendt (12); Edward Brennan (21); Harry Brown (20); Merrick A. Caprio (43); Milton D. Colby (44); Eleanor A. Dahl (27); Anthony Donato (6); Charles E. Edgette (3); Austin Ellison Jr. (27); George A. Ferenz (3): Adam G. Gadzinski Sr. (18); Nicholas Garone (3); Joseph German (18). Ellsworth H. Hill (43); Harold J. Hines (7); Norman Holm (4); Dorothy V. Honor (3); Fred M. Houghton (2); Joseph Huskiewicz (2); Charles B. Jazombek Jr. (6);

Also, John Karanik (30); Joseph Keller (27); James E. Kelly (77); William D. Kelly (27); Frank Krepela (7); Joseph P. Lyons (36); Stanley Michalski (27); Joseph Milczynski (27); John Miranda (2); Austin J. Mortimer (35); Robert W. Muller (3); Jane Passeggio (1); Vincent A. Ruffini (6); William J. Schieren (6); Bernard J. Schrader (3); George B. Shewan (6); William J. Slade (43); Seaton H. Stenard (36); Charles N. Tacke (2); Carl H. Wennberg (1); Howard H. Willing (1); Larry A. Zinno (3); John A. Grewar Jr. (6).

calendar

Chess Club: every Tues., 5 p.m., Pl. 30 cafe; guests welcome. Pat Charvokine, x9387.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. Hugh Montague, x3863/Erick Stern, x1294.

Grumman Dance Club: every Thurs., 5-8 p.m., Pl. 28 auditorium; hustle lessons; all welcome. Bob Gill, x84083/Marylouise Henning, x3909.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. Ray Muntz, x87409.

Karate Club: every Mon., Tues., & Thurs., 5:30 p.m., Pl. 35 cafe; building character thru physical exercise & self-defense; guests welcome. Hy Dreksler, x86812.

Society of Manufacturing Engineers: Mon., June 7, 7:30 p.m., Poly Tech Graduate School, Farmingdale; Chapter 88; executive meeting. Joe Newman, x3386.

Stamp Club: first 3rd Wed. of each month, 5 p.m., Pl. 30 cafe. Steve Hoops, x87451.

Veteran idea men pocket bond jackpot

Two veteran Project Sterling winners named Frank have won the top Savings Bonds awards for the month of April, and in the quest for reduced costs have submitted a total of 46 approved suggestions. Frank Brown of Plant 1 Sub-Assembly won $1,050 in bonds for his 31st approved suggestion, bringing his Project Sterling total of $7,750. Frank Zahra of Plant 7 Pre-Flight has gained $925 in bonds for his 15th suggestion, and brought his tally to $5,225. Together, the estimated savings from their latest ideas will total over $20,000 in the first year of implementation.

Frank Brown saved production and purchase costs by suggesting the fabrication of a sub-assembly fixture to be used for the building of the F-14 drag brace instead of buying a larger, more costly assembly drill rig. The smaller tool works as well for the required task, and has saved not only the purchase price of the larger rig, but considerable production-hours.

A Grummanite for 25 years, Frank views any cost-saving idea this way, "Everybody's saying how tight finances are, and it's a great feeling to know you're saving the company money. Not only that, you get a pat on the back and some cash too. It's great."

The funds Frank earned by saving Grumman money are going to be used for relaxation. "This is my Bermuda trip," said Frank with a sunny smile. "As a matter of fact, this suggestion was put in a while ago and I had forgotten all about it."

April's other surprised top winner was Frank Zahra, of Calverton's Plant 7. The approval of his $925 suggestion is the 15th in two years, and it's understandably difficult for Frank to keep track of his winning ideas. The latest one saved time, parts, and trouble for the test technicians at Calverton.

Zahra's suggestion was to reduce the size of a bushing in the F-14 brake module, which eliminated friction to the brake pedal crank. Before the reduction, the control unit would stick, and occasionally the aircraft's brakes would not disengage entirely. That meant a complete systems check and the replacement of parts worn down from abrasion. Now the problem of trouble shooting has been eliminated along with the cost of replacement-labor and materials.

The method behind making profitable suggestions, says Frank, isn't hard. "Just look for something that's too costly and correct it. Most of the time, it really is simple. It's different here, though, than for the engineers. They're used to looking way ahead, and sometimes on the line we see things they may not."

The total amount of bond money awarded through Project Sterling in April totaled $16,500, and the estimate is that Grumman will save $2,236,922 in the first year of implementation for the springtime suggestions. The results, one could say, are Frankly outstanding. Other April suggestion winners are:

$875 — Thomas Butler, Structures, Pl. 6.

$850 — John Chacalos/Arthur Ginnever, both of Steel Pts. Assy., Pl. 2.

$800 — Richard Kupczyk/Vincent Valetutti, both Prod. Mgt. & Stf. and Edward O'Donnell, Prod. Deputy & Sta. Foreman and Walter Becher, Elect. Install., all of Pl. 6.

$700 — Bruno Reciputi/Henry Degamon/Anthony Stallone/Robert Bevil/John Fritz, all of PPO — F-14, Pl. 1 and William Nelson, PPO — E-2, Pl. 15 and Richard Smith, PPO — 192, Pl. 1.; Barry Edwards, Engines, Pl. 6.

$600 — William Mytko/John Transue, both of Ordnance, Pl. 6.

Insurance conversion

Grummanites who have children in college are reminded that Group Health Insurance on those about to receive degrees will terminate the day of graduation. Parents of graduating collegians should call the Insurance Department on Ext. 6292 for conversion information if they wish to continue coverage.

Sterling workers. Frank Brown (L), mounts a section of the F-14 drag brace on an assembly unit, the same tool he recommended for use to save the company money. Frank Zahra checks out the brake module on the F-14 wing. His implemented suggestion has made the aircraft more efficient. (Photos by Bob Settles and Gerry Costello)

Begin registration for first Mixed Pinehurst

On Wednesday, June 23, Grumman men and women golfers will be navigating the Yellow course at Bethpage State Park in the first of three Mixed Pinehurst tourneys scheduled for this season. If you want to be one of those golfers, you'd better sign up early with Mike Cherry in the Plant 30 GAA office, Ext. 2133.

The entry fee is $6 per person, which includes greens fee, and kickers' prizes. Because of the growing contingent of Mixed Pinehurst players, according to Cherry, your entry fee must accompany your registration.

In Mixed Pinehurst play, both male and female golfers tee off, play each other's drive on the second shot, and then select the better lie for the third shot. From then on they alternate play using one ball until it is holed out.

A trophy is awarded to the team that shoots low gross. To be eligible for the kickers' prizes, you and your partner must choose a handicap that when subtracted from your nine-hole score, will allow you to finish between 30 and 40.

Golf clinic

How's your golf game? Still threatening to quit...and fellow golfers are encouraging you? A real powerhitter...but you need better direction? No problem keeping your eye on the ball...it goes only 15 yards?

Well, no matter what shape your golf game is in, it might be beneficial to stop by the field behind Plant 2 on Tuesday and Thursday, June 8 and 10, at 5 p.m. Mike Cherry, a member of P.G.A. and a teaching pro for over 20 years, will be conducting a golf clinic with the assistance of the Grumman varsity team.

No need to register, just bring one of your irons and show up.

GRUMMAN plane news

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